

INTIMATION



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.
WATSON'S
E CELEBRATED
BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended, and are unsurpassed in quality:

Per Doz.

A.—THORNE'S BLEND \$12.00

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'
WHISKY of great age 12.00

C.—ABERLOUR-GLENLIVET 13.50

D.—H.K.D. BLEND of the Finest
Old Malt Scotch WHISKIES 16.00

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and ad-
dress with communications addressed to the Editor
for publication, but as evidence of good faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS, Codes: A.B.C. 5th Ed.
Lister's

P.O. Box 33, Telephone No. 12

MARRIAGE.

On the 7th March, at Shanghai, before U.S. Vice-Consul A. H. White, MARIE AUGUSTA, youngest daughter of Mrs. H. J. Jones and of the late H. Jones, to CHARLES S. FOWLER, of New Haven, Conn., U.S.A.

DEATH.

On the 6th March, at the General Hospital Shanghai, Dr. HENRY JONES.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 12th March, 1903.

THE conflict between British Columbia and the Dominion Government with respect to the restriction of Asiatic immigration was still unsettled when the latest American mails were despatched. So far as the agitation against Chinese immigration is concerned, the Dominion Government has at last given a promise to the Columbia Legislature which is acceptable to them if it is not completely satisfying. And there is much jubilation over the result not only in Columbia, but on the Pacific coastline of the United States, where it is complained that British Columbia has been used by the Chinese heretofore as a convenient gateway through the wall of exclusion the States have raised against them. The past policy of British Columbia towards Asiatic immigration has been one of discouragement rather than absolute exclusion, because (so it is now explained) the latter policy runs counter to that of the Imperial Government, which has controlled the conduct of the Dominion Government at Ottawa. We are unaware of any pronouncement in this sense by the Imperial Government so far as Chinese are concerned, but with respect to the Japanese the Imperial Government has on more than one occasion objected to prohibitory legislation by the Colonies against the immigration of Japanese. In its legislative enactments British Columbia has drawn no distinction between the two Asiatic races, and the Premier of Canada has had occasion recently to again inform the

provincial Government that as long as they insist on connecting Japanese with Chinese in immigration legislation, just so long would the Federal authorities, for Imperial reasons, insist on disallowing those Bills. At the same time Sir WILFRID LAURIER had suggested to the Premier of British Columbia that no Federal objection would be taken to provincial enactment restricting the immigration of Chinese, providing that Japanese immigration was not prohibited by the same Act. This marks a considerable concession to the opponents of Asiatic immigration in the province. Originally the poll-tax levied on Asiatic immigrants into British Columbia was \$50. Twelve or eighteen months ago it was raised to \$100 in deference to the demands of white labour in the province. There was a strong desire prevalent to raise it still higher, making it prohibitive poll-tax which would operate as effectively as the exclusion laws in the United States. The Dominion Government refused consent, but the anti-Chinese agitation being so intense a Royal Commission was appointed to enquire into and report upon the causes. This Commission has reported that the influx of Chinese into the province operates against its progress and is degrading in its influence on the labour interest, and as a result of this report it appears that the Dominion Government is prepared to confirm a still higher tax than is now imposed. "The next move," the papers tell us, "will doubtless be to establish a tax that will exclude all Chinese, including those who are subjects of the Crown in the British Colony of Hongkong." When that comes about, if it ever does, the Imperial Government will doubtless take up a similar attitude to what it is taking up now with regard to the immigration of Japanese.

The new dry-dock at Hunter's Point, San Francisco, which is 750 feet long, has inaugurated its career by docking the United States battleship *Ohio*, which has been under construction at the Union Iron Works for about three years. The *Ohio* is only 338 feet in length.

The steamer *Brutus* of the Compagnia Maritima Manila, has been docked by S. C. Furnham, Boyd and Co., Ltd., to undergo extensive repair and renewals. The N.C. Daily News is informed that this is the third steamer the Compagnia Maritima have sent to Shanghai, and others are expected shortly.

Dr. Stanley, the Medical Officer of Health at Shanghai, in his annual report estimates that there are 5,000 consumptives in Shanghai and urges the necessity for interdicting expectation in the streets. The majority of these consumptives, the doctor says, individually expectorate daily millions of deadly tubercle bacilli.

At the Police Court, Shanghai, on Friday, Messrs. W. G. Bayne, Robert Carr, E. B. Skottowe, James Mann, G. C. F. Holland, and W. R. Parkin were charged with having failed to register in the year 1903 as British subjects and not having excused such failure, in accordance with section 114 of the China and Japan Order in Council, 1865. The summons against Messrs. Bayne, Holland, Skottowe, and Carr were withdrawn. Mr. Mann was fined \$2 and costs, and Mr. Parkin \$5 and costs.

A Parliamentary paper issued on the 23rd ult. shows that all the units of the first three Army Corps will be available on the 31st March, except four cavalry regiments in South Africa, three heavy batteries still unorganized, and nine battalions temporarily in South Africa and other Colonies. The fifth and sixth Army Corps are still unformed, but the whole of units of the fourth, fifth and sixth Army Corps will be available on the 31st March, except seventeen regular batteries in South Africa and fifteen auxiliary batteries which are unformed. The paper does not indicate the strength of the units.

The United States Senate's sub-committee on military affairs has decided to leave out of the Army appropriation bill the amendment offered by Senator Perkins authorising the Secretary of War to charter the transports and to contract for five years with the commercial lines to carry the Government business between San Francisco and the Philippines. The action taken by the Senate committee, says an American contemporary, indicates that it is in perfect accord with the attitude assumed by Representative Hull, who took the high and sensible ground that the service would suffer by its surrender to the commercial lines. This means that the Army transport business must continue to be conducted by the Government whether agreeable or not to Secretary Root.

With reference to the reported wounding of a foreigner at Macao by a Portuguese soldier, the following particulars of the affair have reached us. It appears that an American tidewaiter and a Portuguese soldier, both under the influence of liquor, quarrelled and fought. The soldier is said to have been bitten, losing a piece of his lip, and the American was thrown into the water, but was rescued. Both combatants have been charged and will be dealt with at the Magistracy.

A correspondent writing to the N.C. Daily News with reference to the recommendation by Dr. Hogg of kerosene oil for the extermination of mosquitoes says:—"Last summer I went on board a kerosene ship; I noticed all the crew had marks of mosquito-bites on them. Soon the mosquitoes will be back, and I would like some scientific man to visit the vessels at the kerosene oil godowns, and see the men who work at kerosene cargo, and actually breathe and sink in kerosene, how they suffer from mosquitoes. Mosquitoes thrive on oil."

With reference to the power of certain plants to drive away mosquitoes, a correspondent in Nature gives some interesting particulars. Between his house near Canton and the river stretched a line of papaw-trees, and he noticed that it enjoyed a singular immunity from mosquitoes, which was not shared by the houses near. He stated that though he had them frequently under observation, he never saw one of those trees with a mosquito upon it, and he is inclined to attribute the fact to the protective action of the juice they secrete.

At the Shanghai Mixed Court a police inspector drew the attention of the Assessor to a case in which two men were concerned with theft, one of whom was sentenced to 100 blows and the other to 200 blows and two months' cangue. But somehow they had changed names and the man sentenced to 100 blows took the 200 blows and two months' cangue, while the other got off with only 100 blows. The Inspector desired the Assessor to draw the attention of the Magistrate to this fact, but could not say whether it was done purposely or not. The Assessor remarked, after examining the man in cangue, that there seemed to have been a conspiracy between the two men, the man before the Court would receive 200 blows more for giving a false name and the police would have to endeavour to find the other man.

The registered foreign death-rate in Shanghai last year was 18.1 per 1,000. The rate for England and Wales in 1901 was 16.9.

The Universal Gazette states that the Peking Grand Council lately wired to Viceroy Chang that their Majesties eagerly await him to come to Peking for audience.

Preparations are being made in New York for the erection of a twenty-story hotel, to contain 1,100 rooms and to cost approximately \$3,500,000. The lot on which it is to stand, on Fifth Avenue, between Twenty-sixth and Twenty-seventh Streets, cost \$2,520,000.

Another Hawaiian public official has gone wrong, and the scandal of it is food for the gossip. When the island territory has grown older in the complacency of American ways, says a San Francisco journal, such trifles will not furnish entertainment even for an idle hour.

The new dry-dock at Hunter's Point, San Francisco, which is 750 feet long, has inaugurated its career by docking the United States battleship *Ohio*, which has been under construction at the Union Iron Works for about three years. The *Ohio* is only 338 feet in length.

The steamer *Brutus* of the Compagnia Maritima Manila, has been docked by S. C. Furnham, Boyd and Co., Ltd., to undergo extensive repair and renewals. The N.C. Daily News is informed that this is the third steamer the Compagnia Maritima have sent to Shanghai, and others are expected shortly.

Dr. Stanley, the Medical Officer of Health at Shanghai, in his annual report estimates that there are 5,000 consumptives in Shanghai and urges the necessity for interdicting expectation in the streets. The majority of these consumptives, the doctor says, individually expectorate daily millions of deadly tubercle bacilli.

At the Police Court, Shanghai, on Friday, Messrs. W. G. Bayne, Robert Carr, E. B. Skottowe, James Mann, G. C. F. Holland, and W. R. Parkin were charged with having failed to register in the year 1903 as British subjects and not having excused such failure, in accordance with section 114 of the China and Japan Order in Council, 1865. The summons against Messrs. Bayne, Holland, Skottowe, and Carr were withdrawn. Mr. Mann was fined \$2 and costs, and Mr. Parkin \$5 and costs.

A Parliamentary paper issued on the 23rd ult. shows that all the units of the first three Army Corps will be available on the 31st March, except four cavalry regiments in South Africa, three heavy batteries still unorganized, and nine battalions temporarily in South Africa and other Colonies. The fifth and sixth Army Corps are still unformed, but the whole of units of the fourth, fifth and sixth Army Corps will be available on the 31st March, except seventeen regular batteries in South Africa and fifteen auxiliary batteries which are unformed. The paper does not indicate the strength of the units.

The United States Senate's sub-committee on military affairs has decided to leave out of the Army appropriation bill the amendment offered by Senator Perkins authorising the Secretary of War to charter the transports and to contract for five years with the commercial lines to carry the Government business between San Francisco and the Philippines. The action taken by the Senate committee, says an American contemporary, indicates that it is in perfect accord with the attitude assumed by Representative Hull, who took the high and sensible ground that the service would suffer by its surrender to the commercial lines. This means that the Army transport business must continue to be conducted by the Government whether agreeable or not to Secretary Root.

It was the Mikado that Mr. W. S. Gilbert credited with a wish to make the punishment fit the crime or the criminal, but it is only in China, remarks the London *Daily Chronicle*, that the principle is acted upon. A brickmaker in Hunan was just lately fined 20,000 bricks, with the alternative of being beaten and "handed over to a mandarin." He chose the bricks. The idea, our contemporary adds, is a good one, and might find some useful employment in England. If there were a court, for instance, that could compel Lord Lansdowne to devote the next five years or so to writing an essay on "German Diplomacy in its Relation to British and American Interests" how much more comfortable we should all feel. In the same way, "Colonel" Lynch might have been most profitably set to work on compiling "A History of Treason: Showing its Diabolical Nefariousness."

An American commercial paper states that including Alaska, the non-contiguous territories of the United States are expected to furnish during the year a market for about \$40,000,000 worth of American products, consisting in largest part of manufactured goods of the United States. As a source of supply for products valuable both as material for manufacturers and as important food products, the territories, especially those located in the tropics, are steadily growing in importance and the market available to them in the United States promises to promote, to a very considerable extent, their material prosperity. During ten months ending with October, 1902, shipments from the Hawaiian Islands to the United States amounted in value in round figures to \$21,000,000, those from Porto Rico to nearly \$8,000,000, compared with \$6,500,000 for the same period last year, and from the Philippines imports valued at upward of \$7,000,000 were received by the United States, making the value of the total imports of tropical products from these territories in ten months, nearly \$45,000,000.

A new Peking University is to be built from the designs of a European architect, to contain about 1,400 rooms and cost Tls. 500,000.

A telegram to the *Ostasiatische Lloyd* states that the construction of the Bagdad Railway will be commenced within three months on the route from Eregli (Black Sea) to Konia. The financial arrangements have been signed by the Deutsche Bank of Berlin and some French banks.

On the authority of the Shanghai Municipal Report, we learn that the continued advance in rentals has been productive of increased activity on the part of foreign house-builders. "The demand for house accommodation is at the present moment fully supplied, more especially in the case of houses of ordinary size, and the rentals charged may now be considered to have reached their full value." Can as much be said of Hongkong?

A new Peking University is to be built from the designs of a European architect, to contain about 1,400 rooms and cost Tls. 500,000.

A telegram to the *Ostasiatische Lloyd* states that the construction of the Bagdad Railway will be commenced within three months on the route from Eregli (Black Sea) to Konia. The financial arrangements have been signed by the Deutsche Bank of Berlin and some French banks.

On the authority of the Shanghai Municipal Report, we learn that the continued advance in rentals has been productive of increased activity on the part of foreign house-builders. "The demand for house accommodation is at the present moment fully supplied, more especially in the case of houses of ordinary size, and the rentals charged may now be considered to have reached their full value." Can as much be said of Hongkong?

ROYAL HONGKONG YACHT CLUB.

The Vice-Commodore's Cup, kindly presented by Commodore C. G. Robinson, R.N., will be sailed for on Saturday, 14th inst., starting at 2 p.m. Course—Kowloon Rock, Channel Rocks, Meyer's East Buoy, Cast Rocks Buoy, Channel Rocks—all to starboard.

The handicap will be published later. The 11th Club Race will be sailed over course 5.

FIRE IN DES VOEUX ROAD.

About two o'clock yesterday afternoon, Sergeant Kerr and Bovet observed smoke issuing from a house at 326, Des Voeux Road West occupied as a store by Messrs. Wo Sing & Co., dealers in matting. They at once gave the alarm and before many minutes the Fire Brigade were on the scene under Mr. A. Mackie, Chief Inspector, and Mr. P. P. J. Weddhouse, Assistant Superintendent, and soon three hoses were playing upon the flames. So strenuously did the Brigade exert themselves that they managed to extinguish the conflagration before it had spread farther than the kitchen. This apartment was gutted and some large bundles of matting were destroyed. The damage is not serious and is said to be insured with Messrs. Siemens and Reuter, Brocklemann, P. C. Shepherd had a narrow escape from injury by falling debris.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR MARCH.

The following cards were returned:

Mr. G. Stewart	... 85	4 = 81
Major Taylor	... 95	11 = 94
Capt. Phillips	... 95	10 = 65
Mr. C. W. May	... 93	6 = 87
Mr. A. Lowson	... 93	6 = 87
Mr. J. Johnstone	... 108	18 = 90
Mr. H. J. Gedge	... 112	18 = 94

33 entries.

POOL	93 = 14 = 79
Mr. G. Stewart	85 = 4 = 81
Lieut. D. C. H. Dally	94 = 13 = 81
Mr. C. G. Mathew	99 = 18 = 81
Capt. Henderson	24 = 11 = 83
Mr. McKinley	95 = 10 = 85
Mr. C. W. May	93 = 6 = 87
Mr. A. Lowson	93 = 6 = 87
Mr. J. Johnstone	93 = 5 = 88

31 entries.

CRICKET.

R.A.M.C. C.C. v. H.M.S. "GOLIATH" C.C.

A match was played between the R.A.M.C. C.C. and the H.M.S. *Goliath* C.C. at Happy Valley on the 10th inst., which resulted in a win for the Medicals.

The scores are as follows:

H.M.S. "GOLIATH"	
Mr. R. Harbottle, c Harvey, b Cook	1
1st. Young, c Skinner, b Williams	21
Mr. C. French, c Williams	5
Mr. McKinley, run out	9
Mr. Eldridge, c Skinner, b Cook	5
Mr. Harvey, c Williams	10
1st. French, not out	1
Capt. Worthington, c Skinner, b Williams	2
Pte. Austin, b Cook	8
Mr. Shepherd, b Williams	2
Extras	1

Total 64

R.A.M.C. C.C	
--------------	--

"ALACRITY" CORK CLUB.

The first dinner got up by the *Alacrity* Cork Club was held last evening in Thomas's Hotel and proved a great success. Dr. Mackeown, R.N., presided. The menu was as follows:—

SOAP.
Ox Tail.
Pork.
Duck.
Entrees.
Stewed Chicken and Cauliflower.
Lamb Chop Cutlets.
Baked Fillet-Beef and Green Peas.
JOINTS.
Roast Beef. Baked Goose and Apple Sausage.
Cold York Ham. Galantine of Capon.
Boiled Potatoes. Cauliflower. Green Peas.
Baked Potatoes.
RAISINS.
Blackcap Pudding. Almond Sand Cakes.
Vanilla Ice Cream. Finger Cakes.
Tea and Coffee. Cheese and Crackers.
DESSERT.

After dinner, the customary loyal and patriotic toasts were given from the chair and enthusiastically honoured. A smoking concert followed. For this a splendid programme had been drawn up, and thanks to the energetic exertions of Mr. B. Brodzak, hon. secretary of the Club and a popular member of the *Alacrity* ship's company, the artistes comprised some of the best talents available in the Colony. A musical act by the Brothers Francis and a juggling act by Mr. H. Conto were among the best efforts of the evening. The toast of "The *Alacrity* Cork Club" was proposed by the Chairman in felicitous terms, and Mr. E. Harwin, the President, was no less happy in his reply. Mr. Brodzak gave the toast of "The Visitors," to which Mr. G. Vercoe replied. A most enjoyable evening was brought to a close with "God Save the King." The following was the concert programme:—

Pianoforte Solo Mr. G. Hyde
Song "Never been there before" Mr. E. Harwin
Recitation "Sermon on the Mount" Mr. G. Burnett
Banjo Duet Mr. S. G. Pursey
Juggling Act Mr. H. Conto
Song "Let 'em all go" Mr. G. Burgess
Song "Life Boat's Crew" Mr. J. Driscoll
Musical Act Mr. Don Francis
Song "The Old Farmhouse" Mr. G. Palmer
Song "The Plumber" Mr. G. Burgess
Song "Mary of Argyl" Mr. G. Burnett
Song "All thro' the Gee Gee" Mr. G. Palmer
Song "God Save the King"

POLICE COURT.

Wednesday, 11th March.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).**SEVERE CHARGE.**

Young Lai U, assistant ashore in the office of the Registrar-General, was charged with obtaining a bribe of \$15 from one Ho Tak, with a view to influence his conduct as a public servant.

The defendant pleaded not guilty and was remanded till to-day, being fined at \$1,000.

TREFF FROM A CHILD.

Li Po, of no occupation, denied that he stole a gold-mounted rattan bangle from a child ten months old.

The mother of the baby went into the witness-box and described the theft. She said she was carrying the child on her back and that the defendant came up behind and snatched the bangle from his wrist. She turned round on hearing the child cry, and saw the prisoner running away. A Jukong caught him.

His Worship passed sentence of two months' hard labour and further ordered the accused to receive two whippings of twenty strokes each.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).**HOUSEBREAKING.**

The sight of one excited coolie hauling by the queue down D'Aguilar Street another coolie in an even greater state of fury aroused much wonderment amongst passers-by the other morning. The reason transpired in the Police Court. The first coolie had been out drinking tea, he said, and on returning to his domicile in Wellington Street found that the second coolie and another man had made a forcible entrance and were collecting into a handy bundle for carrying away all the odds and ends they could lay their hands on. The owner of the articles was equal to the occasion.

He seized the housebreakers and ran them down into the street, where one struggled and got away. The other had marched along in the manner indicated till a policeman was encountered, when the prisoner was given in charge.

He was sentenced to two months' hard labour.

FRANCO-SIAMESE TREATY.**RATIFICATION DELAYED.**

A cablegram dated 27th ult. appearing in the *Bangkok Times* says:—

The Chamber of Deputies asked M. Delcassé to postpone the discussion on the Franco-Siamese Treaty. In reply, M. Delcassé stated that he is in absolute accord with the Chamber, and is of opinion that it is impossible to ratify the Treaty before making regulations regarding the economic relations between Siam and Indo-China. M. Delcassé further added that the Siamese Government has not given to the French Government the slightest proof of their goodwill during the past four or five months, which Siam manifested at the time of the signature of the treaty.

It is thought in diplomatic circles that the Siamese Government will make many objections to new negotiations. M. Delcassé said, during an interview, that Siam would be likely to refuse all modification of the Treaty clauses.

It is said that M. Delcassé will appoint M. Bean, Governor-General of Indo-China, to carry on new negotiations.

Members of the Chambers, clubs and political circles are of opinion that most of the Treaty articles will be greatly modified.

SUPREME COURT.

Wednesday, 11th March.

IN SUMMARY JURISDICTION.**BEFORE HIS HONOUR A. G. WISE (PUNISH JUDGE).****SEQUEL TO A COLLISION.**

Lo Kam Loy sued the Dock Company for \$25,925 in respect of damages done to his cargo-boat No. 701 in a collision with the *Fame* on 12th December in the Harbour. Mr. E. J. Grist, solicitor, appeared for the plaintiff and Mr. H. W. Looker, solicitor, for the defendant.

Mr. Grist, in opening the case, stated that there was no dispute as to the collision having occurred. Plaintiff's boat was being towed from the Canton steamer wharf to the *Empress*, and was lashed alongside a steam-launch on the starboard side of the launch. The *Fame* was going from east to west, and in attempting to pass under the stern of the cargo-boat she struck her in the stern and caused damage to the extent claimed.

Captain H. Ratcliffe of Messrs. Punchard, Lowther & Co.'s dredger *St. Lucia* state that they were passing by the scene of the collision. The *Fame* was proceeding from east to west. The cargo-boat was going straight across. He heard two blasts from the steam-launch, which meant that they were going to starboard their helm.

Cross-examined.—The boats were about 100 yards apart when the whistle was blown. He did not hear any answering blast from the *Fame*. The launch went to port. He did not know whether the *Fame* changed her course. The launch was of course encumbered by her tow. He did not know which boat was going the faster.

The owner of the cargo-boat stated that his boat was being towed from the Canton steamer wharf to the *Empress*, lashed alongside a steam-launch. As the *Fame* approached the launch blew two blasts on her whistle. The *Fame* struck his boat and damaged her. The *Fame* was going the faster.

Mr. Looker, before calling witnesses for the defence, stated that the defendant's case was that the boats were crossing boats and the launch should have kept out of the way. Instead of going to port she reversed her engines and went astern.

Captain Molleson deposed that he was at that time captain of the *Fame*. He was coming from the east. As the *Fame* neared the launch the latter gave two blasts which indicated that she was starboarding her helm and going to port. He did likewise. Then the launch went astern. The vessels were crossing vessels. The launch had the *Fame* on her starboard side. He was going slow before the collision on account of the crowded state of the Harbour. The cargo-boat was hardly damaged. The *Fame* just grazed her gunwale. It was the piled-up cargo that got the bulk of the blow.

Cross-examined.—When he first saw the cargo-boat with launch they had each other on the starboard side. He had the cargo-boat a little on the starboard bow. Being on the starboard bow, it was his duty to keep out of the way.

And yet you took no precautions?—I did so; I went slow.

But you said that was in consequence of the Harbour being full of shipping; not because of this cargo-boat.—It was one of the causes. The time between the launch giving two blasts on her whistle and the collision would probably be a minute. It was quite possible for the launch to go astern in that time notwithstanding her tow—the *Fame* could go astern in six seconds. If the launch had blown three blasts he would have known that she was going astern.

Re-examined.—The launch with her tow was one of the boats that helped to make the Harbour congested and caused him to go slow.

The Chinese helmsman deposed that after the launch blew her whistle the helm of the *Fame* was put hard a-starboard. The launch went astern.

His Lordship in delivering judgment said he would have liked a little more evidence before giving a decision, but of course he had to go upon what he had. He did not think there was any question of contributory negligence in the case, for it seemed to him that the sole question was: Did the tug go astern or not? If it went astern it was clear that it was to blame. If it did not go astern then the *Fame* was to blame. There was evidence by two people that the tug did go astern, and it was absolutely uncontested by the other side. He gave judgment for the defendants with costs.

A DENTIST'S ACCOUNT.

W. Macleod, dentist, sued J. G. Smith for the sum of \$165.12 in respect of the supply to the defendant of one full set of artificial teeth on vulcanite with gold attachment and of the repair of a plate. Mr. Paget Hett, solicitor, appeared for the plaintiff and Mr. E. J. Grist, solicitor, for the defendant.

Plaintiff stated that there was no agreement with Mr. Smith as to what the price was to be. Defendant deposed that he arranged with the plaintiff that the price was to be \$75. Afterwards he further arranged for the repair of a plate for \$25, making \$100 in all. He had actually paid \$105. There had been several financial dealings between Mr. Macleod and himself.

His Lordship said he had never heard of such dentistry work being done here for \$100. A Chinaman would not put in a set of teeth for that money. He had heard of \$700 and \$500 being paid over and over again, and as there was no evidence before him to show that there had been an overcharge here he would give judgment for \$150 with costs. That was not too much for the work done.

The Court adjourned.

THE "KELANTAN" RAISED.

The staff of the Bangkok Dock Company have succeeded in safely decking the wrecked *Kelantan*, which has now reverted to the name she bore prior to her going under the German flag, namely *Medusa*. Many difficulties, says the *Observer*, have had to be overcome since the work of raising her was undertaken, and those concerned are to be warmly congratulated now that she rests firm and secure on the blocks.

It will be remembered that she was sunk on colliding, on the afternoon of 12th November last, with the ss. *Phra Chom Kao*. The latter steamer was leaving Bangkok with cargo when she met the *Kelantan* at the Bar coming in ballast, and, being unable to get out of each other's way, the *Phra Chom Kao* dashed into the port side of the *Kelantan*, her bows penetrating some eight feet into the latter's engine-room. The *Kelantan*'s fires were flooded out and she sank, leaving only the half forward of the bridge afloat. The *Phra Chom Kao* went into dock at once and had her damaged bows repaired, but the *Kelantan* was sold to a syndicate as she lay. On 4th December, Messrs. Kerr and Aitchison with a staff of assistants all working under the direction of Mr. Dunlop, manager of Bangkok Dock Company, commenced operations with a view to raising the sunken vessel. The first difficulty encountered was that she was lying in some nine feet of mud and had a certain depth of clayey silt inside. Had it not been for the powerful "Bon Accord" 24-inch centrifugal pump, discharging at the rate of 10,000 gallons per minute, which the Company was able to put on board, it is doubtful whether the *Kelantan* would ever have refloated. This pump was driven by a 9 and 15-inch engine, originally intended for a launch but commandeered for the salvage work, and a 9-inch "Robey" engine also pressed into the service. Steam was supplied by two rotative tubular boilers and, with the necessary fly-wheel and belting, the whole plant answered very satisfactorily. In case of any breakdown, two auxiliary 8-inch pumps were fitted up and held in readiness. It was found that owing to the rise and fall of the tide, the work could be carried on only at night time, and this inconvenience considerably retarded progress. The vessel being so deeply embedded in mud made it an extremely difficult task for the divers to get at the rent in the ship's side—she had been cut right below the bilge keel—but everything possible was done to the ship from the outside after which the gap was sealed from the inside by the application of collision-matting and tons of cement. This enabled the huge pump to master the leakage and the vessel was duly floated. She was then removed to shallower water at the Paknam forts. When the divers were able to work underneath her, additional mats were placed over the hole and braced tightly up with ropes. When the vessel was ready to be brought up to dock, Messrs. Fairweather and Macdonald went to Paknam and left a hand. The size of the rent may be guessed when it is stated that the 24-inch pump had to be kept running all the time. As she now lies in dock, rusty and encrusted with barnacles, she is an object of interest to the many who visit her.

The *Medusa* was built in 1886 by Messrs. W. H. Potter and Sons, Liverpool. She is an iron screw steamer of 967 tons gross. Her length is 237.4 feet, beam 34 ft. and depth 15.4 ft. She originally belonged to Messrs. A. Holt and Co., but changed hands when that firm's blue-funnel fleet was purchased by the North German Lloyd.

But you said that was in consequence of the Harbour being full of shipping; not because of this cargo-boat.—It was one of the causes. The time between the launch giving two blasts on her whistle and the collision would probably be a minute. It was quite possible for the launch to go astern in that time notwithstanding her tow—the *Fame* could go astern in six seconds. If the launch had blown three blasts he would have known that she was going astern.

Re-examined.—The launch with her tow was one of the boats that helped to make the Harbour congested and caused him to go slow.

The Chinese helmsman deposed that after the launch blew her whistle the helm of the *Fame* was put hard a-starboard. The launch went astern.

His Lordship in delivering judgment said he would have liked a little more evidence before giving a decision, but of course he had to go upon what he had. He did not think there was any question of contributory negligence in the case, for it seemed to him that the sole question was: Did the tug go astern or not? If it went astern it was clear that it was to blame. If it did not go astern then the *Fame* was to blame. There was evidence by two people that the tug did go astern, and it was absolutely uncontested by the other side. He gave judgment for the defendants with costs.

The *Medusa* was built in 1886 by Messrs. W. H. Potter and Sons, Liverpool. She is an iron screw steamer of 967 tons gross. Her length is 237.4 feet, beam 34 ft. and depth 15.4 ft. She originally belonged to Messrs. A. Holt and Co., but changed hands when that firm's blue-funnel fleet was purchased by the North German Lloyd.

His Lordship in delivering judgment said he would have liked a little more evidence before giving a decision, but of course he had to go upon what he had. He did not think there was any question of contributory negligence in the case, for it seemed to him that the sole question was: Did the tug go astern or not? If it went astern it was clear that it was to blame. If it did not go astern then the *Fame* was to blame. There was evidence by two people that the tug did go astern, and it was absolutely uncontested by the other side. He gave judgment for the defendants with costs.

Plaintiff stated that there was no agreement with Mr. Smith as to what the price was to be. Defendant deposed that he arranged with the plaintiff that the price was to be \$75. Afterwards he further arranged for the repair of a plate for \$25, making \$100 in all. He had actually paid \$105. There had been several financial dealings between Mr. Macleod and himself.

His Lordship said he had never heard of such dentistry work being done here for \$100. A Chinaman would not put in a set of teeth for that money. He had heard of \$700 and \$500 being paid over and over again, and as there was no evidence before him to show that there had been an overcharge here he would give judgment for \$150 with costs. That was not too much for the work done.

The Court adjourned.

Council concerning the large quantities of magazine rifles and ammunition in the hands of the Kwangsi rebels declared his suspicions that some foreign Government was secretly assisting the movement; to this the Council replied that as China was in the closest friendship (sic) with all the Powers it was absurd to entertain such suspicions. The high official in question then denounced Governor Wang Chih-chun as unequal to deal with the situation and recommended either Chang Chit-tung or Wei Kuang-ko as Commander-in-chief over all the forces operating against the rebels, at the same time suggesting that the troops of the Yun-Kwei provinces be ordered to combine with the Two Kwang forces. The Grand Council pooh-poohed this also and replied that Governor Wang Chih-chun was quite capable of dealing with the situation with the troops he now has under him in Kwangsi. As proof of this Governor Wang's telegrams announcing successive victories over the rebels were copied and transmitted to the high official above noted.

It will be remembered that she was sunk on colliding, on the afternoon of 12th November last, with the ss. *Phra Chom Kao*. The latter steamer was leaving Bangkok with cargo when she met the *Kelantan* at the Bar coming in ballast, and, being unable to get out of each other's way, the *Phra Chom Kao* dashed into the port side of the *Kelantan*, her bows penetrating some eight feet into the latter's engine-room. The *Kelantan*'s fires were flooded out and she sank, leaving only the half forward of the bridge afloat. The *Phra Chom Kao* went into dock at once and had her damaged bows repaired, but the *Kelantan* was sold to a syndicate as she lay. On 4th December, Messrs. Kerr and Aitchison with a staff of assistants all working under the direction of Mr. Dunlop, manager of Bangkok Dock Company, commenced operations with a view to raising the sunken vessel. The first difficulty encountered was that she was lying in some nine feet of mud and had a certain depth of clayey silt inside. Had it not been for the powerful "Bon Accord" 24-inch centrifugal pump, discharging at the rate of 10,000 gallons per minute, which the Company was able to put on board, it is doubtful whether the *Kelantan* would ever have refloated. This pump was driven by a 9 and 15-inch engine, originally intended for a launch but commandeered for the salvage work, and a 9-inch "Robey" engine also pressed into the service. Steam was supplied by two rotative tubular boilers and, with the necessary fly-wheel and belting, the whole plant answered very satisfactorily. In case of any breakdown, two auxiliary 8-inch pumps were fitted up and held in readiness. It was found that owing to the rise and fall of the tide, the work could be carried on only at night time, and this inconvenience considerably retarded progress. The vessel being so deeply embedded in mud made it an extremely difficult task for the divers to get at the rent in the ship's side—she had been cut right below the bilge keel—but everything possible was done to the ship from the outside after which the gap was sealed from the inside by the application of collision-matting and tons of cement. This enabled the huge pump to master the leakage and the vessel was duly floated. She was then removed to shallower water at the Paknam forts. When the divers were able to work underneath her, additional mats were placed over the hole and braced tightly up with ropes. When the vessel was ready to be brought up to dock, Messrs. Fairweather and Macdonald went to Paknam and left a hand. The size of the rent may be guessed when it is stated that the 24-inch pump had to be kept running all the time. As she now lies in dock, rusty and encrusted with barnacles, she is an object of interest to the many who visit her.

It will be remembered that she was sunk on colliding, on the afternoon of 12th November last, with the ss. *Phra Chom Kao*. The latter steamer was leaving Bangkok with cargo when she met the *Kelantan* at the Bar coming in ballast, and, being unable to get out of each other's way, the *Phra Chom Kao* dashed into the port side of the *Kelantan*, her bows penetrating some eight feet into the latter's engine-room. The *Kelantan*'s fires were flooded out and she sank, leaving only the half forward of the bridge afloat. The *Phra Chom Kao* went into dock at once and had her damaged bows repaired, but the *Kelantan* was sold to a syndicate as she lay. On 4th December, Messrs. Kerr and Aitchison with a staff of assistants all working under the direction of Mr. Dunlop, manager of Bangkok Dock Company, commenced operations with a view to raising the sunken vessel. The first difficulty encountered was that she was lying in some nine feet of mud and had a certain depth of clayey silt inside. Had it not been for the powerful "Bon Accord" 24-inch centrifugal pump, discharging at the rate of 10,000 gallons per minute, which the Company was able to put on board, it is doubtful whether the *Kelantan* would ever have refloated. This pump was driven by a 9 and 15-inch engine, originally intended for a launch but commandeered for the salvage work, and a 9-inch "Robey" engine also pressed into the service. Steam was supplied by two rotative tubular boilers and, with the necessary fly-wheel and belting, the whole plant answered very satisfactorily. In case of any breakdown, two auxiliary 8-inch pumps were fitted up and held in readiness. It was found that owing to the rise and fall of the tide, the work could be carried on only at night time, and this inconvenience considerably retarded progress. The vessel being so deeply embedded in mud made it an extremely difficult task for the divers to get at the rent in the ship's side—

NEW ADVERTISEMENTS

WANTED.

A PORTUGUESE CLERK with General Knowledge of Office Work and Typewriting. Apply, stating Salary and Experience, to—
A. G.
Care of Daily Press Office.
Hongkong, 12th March, 1903. [818]

WANTED.

FIVE-ROOMED HOUSE, Large and airy Room. Apply, stating Rent, to—
R. B.
Care of Daily Press Office.
Hongkong, 12th March, 1903. [819]

WANTED.

A N EUROPEAN FIREMAN to superintend native workmen in a Foreign Factory. Apply, with Testimonials, to—
COALMAN.
Care of Daily Press Office.
Hongkong, 12th March, 1903. [821]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARATTOON APCAR," Captain E. Fey, will be despatched for the above ports on TUESDAY, the 17th inst., at 3 P.M. For Freight or Passage, apply to—
DAVID SASOON & CO., LTD., Agents.
Hongkong, 11th March, 1903. [814]

MASONIC.

THE MASONIC HALL READING-ROOM will be OPENED TO-DAY, the 12th inst., at 6 P.M. All Brethren are invited to attend. By Order of the Committee,
F. HOWELL,
Hon. Secretary.
Hongkong, 7th March, 1903. [755]

NOTICE.

A N old-established and well-known Firm of Hardware and General Merchants, having Offices in London and Birmingham, desires to APPOINT SOLE AGENTS in Hongkong. Apply—
"BUSINESS,"
Care of Daily Press Office.
Hongkong, 10th March, 1903. [659]

WANTED.

A N EXPERIENCED PORTUGUESE CLERK for Booking Office. Apply—
A. C.
Care of Daily Press Office.
Hongkong, 11th March, 1903. [810]

WANTED.

B Y two Bachelors, TWO SMALL BED-ROOMS and SITTING-ROOM, or Two good-sized Bedrooms, with or without Board. Apply, stating Terms, to—
R.
Care of Daily Press Office.
Hongkong, 10th March, 1903. [788]

WANTED AT ONCE.

A PORTUGUESE as MASTER of a Steam Lighter running between Hongkong and Macao. Applicants must have necessary Certificates. Apply—Office of
THE GREEN ISLAND CEMENT CO., LTD.
Hongkong, 7th March, 1903. [765]

WANTED.

A N EXPERIENCED CHINESE CLERK to act as Storekeeper and Accountant. Apply to—
C. L.
Care of Daily Press Office.
Hongkong, 6th March, 1903. [742]

WANTED.

A HOUSE in the Central part of the Town suitable for a Studio. Apply to—
C. W. CLARK,
Post-Office Box No. 42.
Hongkong, 25th February, 1903. [643]

HONGKONG CLUB.

NOTICE.
THE THIRD HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES of the Hongkong Club, payable on TUESDAY, the 31st MARCH, 1903, will be drawn at the HONGKONG CLUB HOUSE, at 11 o'clock A.M., on THURSDAY, the 19th MARCH, 1903.

Bearers of Debentures are invited to attend the Drawing. By Order,

C. H. GRACE,
Secretary.
Hongkong, 11th March, 1903. [808]

NOTICE.

WE the undersigned undertake to REMOVE CLAY from any site close to Tsim-sa-tsu at a very low price. Landlords who wish to have their properties levelled please apply to—
HIM TAI,
Contractor,
No. 81, Queen's Road East.
Hongkong, 2nd March, 1903. [808]

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.

IN THE GOODS of EDWARD CAREY SMITH, late of 23, Caversham Road, Kentish Town, in the County of Middlesex in England, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of Ordinance No. 3 of 1897 made an order limiting the time for Creditors and others to send in their claims against the above estate to the 16th March, 1903.

All Creditors are accordingly hereby required to send in their claims to the undersigned on or before the said date.

Dated the 7th day of March, 1903.
DEACON & HASPINGS,
10, Queen's Road Central,
Hongkong.

Solicitors for James Henry Cox the Administrator with the will annexed of the above estate.

770

PUBLIC COMPANIES

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2 Connaught Road, at Noon, THIS DAY (THURSDAY), the 13th MARCH, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 12th March, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, TOMORROW (FRIDAY), the 13th MARCH, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th MARCH, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 2nd March, 1903. [684]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedders Street, on TUESDAY, the 17th MARCH, 1903, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th MARCH, both days inclusive.

JARDINE MATHESON & CO., General Agents.

Hongkong, 26th February, 1903. [659]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on TUESDAY, the 17th MARCH, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th MARCH, both days inclusive.

JARDINE MATHESON & CO., General Agent.

Hongkong, 23rd February, 1903. [634]

THE GREEN ISLAND CEMENT CO., LIMITED.

GOVERNMENT NOTIFICATION.

THE FOURTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Venz Road, Victoria, on 21st MARCH, 1903, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 21st March, both days inclusive.

SHEWAN TOMES & CO., General Managers.

Hongkong, 7th March, 1903. [777]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the REGISTERED OFFICES of the Company, Nos. 33 to 40, Queen's Road Central, on THURSDAY, the 26th day of MARCH, 1903, at 12 o'clock noon, for the purpose of considering and if thought fit of passing the subjoined Resolutions:

1. That the Company may underwrite the whole or any part of the fire risks on all, or any, of its properties as the directors may from time to time determine.

2. That the sum of \$200,000 now standing to the credit of Permanent Reserve Fund be transferred to the credit of an "Insurance Reserve Fund" and that this Fund shall be credited with the same premium on the properties underwritten by the Company as if they had been insured with other companies, and that all losses by fire shall be met out of the same Fund.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th March, 1903. [815]

THE CHINA BORNEO COMPANY, LIMITED (IN LIQUIDATION).

SHAREHOLDERS.

SHAREHOLDERS are requested to send in their Scrip to the Company's Office, No. 4, Queen's Buildings, Victoria, Hongkong, or before the 31st day of MARCH next, in order that same may be exchanged for Scrip for Shares in the new Company.

Dated this 9th day of March, 1903.

J. WHEELEY,
General Manager.

302, China Borneo Company, Limited.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Year ended 31st December, 1902, on or before the 15th instant, on which date the account will be closed.

By Order of the Board of Directors,

GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 3rd March, 1903. [712]

NOTICE OF REMOVAL.

WANG HING, JEWELLER, has REMOVED on the 14th FEBRUARY to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY & WALSH). Hongkong, 9th February, 1903. [472]

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL, HONGKONG.

Under the direction of Mr. ROBERT BROOK, Representative ... Mr. ALAN HAMILTON.

TO-NIGHT (THURSDAY),
12TH MARCH.

THE BROUGH COMEDY CO.
IN
"NIOBE."

TO-NIGHT (THURSDAY), 12th MARCH,
"NIOBE."

(By arrangement with the author.)
A mythological farcical comedy in Three Acts, by H. and E. Paulson.

EDWARD OSBORNE,
Secretary.

Hongkong, 12th March, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, TOMORROW (FRIDAY), the 13th MARCH, at Noon, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 12th March, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, TOMORROW (FRIDAY), the 13th MARCH, at Noon, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 12th March, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, TOMORROW (FRIDAY), the 13th MARCH, at Noon, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 12th March, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, TOMORROW (FRIDAY), the 13th MARCH, at Noon, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 12th March, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, TOMORROW (FRIDAY), the 13th MARCH, at Noon, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 12th March, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

**HONGKONG
BUSINESS DIRECTORY.**
FURNITURE WAREHOUSEMEN

A CHIEF & CO., Established 1889.
Every Household Requisito. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS:
Diamond Merchants and Watchmakers. 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHEE

M. MUMIYA, JAPANESE ARTIST.
Bromo and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Prints by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants. Sole Agents for
Hartmann Ruhrtjen's Gouaine Com-
position Red Hand Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer-
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers; Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners Composition ("Grey-
hound Brand") and Blundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates

AN OPPORTUNITY FOR AMERICAN
AND EUROPEAN ENTERPRISE

IN
PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,
situated at Kowloon, within a few minutes' walk
of the principal landing stages of the
SECOND SEAPORT IN THE WORLD,
and on the Trunk Road of the Projected
HONGKONG-CANTON RAILWAY,

FOR LEASE ON

VERY EASY TERMS,

owing to Proprietor having to leave the Colony.
The Elite Establishment, patronised by the
residents of Hongkong and Kowloon, and by
the Shipping Community calling at this Far
Eastern entrepot of trade.

An exceptionally large and showy building,
capable of extension, with large piece of vacant
land adjoining.

Bounded by main roads leading to the Docks
and Warehouses.

The Establishment has been conducted as a
First-Class Hotel and is a profitable investment.
It capable of still larger returns if management
is taken over by person devoting exclusive
attention to the business.

Inspection of Books allowed to any one
making bona fide Offers for Lease, &c.
For Full Particulars apply to—

H. RUTTONJEE,
D'Aguilar Street, Hongkong.
Hongkong, 26th February, 1903.

PROPOSALS FOR THE SALE OF
SUBSISTENCE STORES. Head-
quarters Division of the Philippines. Office
Chief Commissary, Manila, P.I. December 26,
1902. Sealed proposals in duplicate, will be
received at the Depot Commissary, Manila,
Philippine Islands, until 10 o'clock A.M. March
10, 1903, and then publicly opened on that day,
for the sale, to the highest responsible bidder,
of surplus subsistence stores. Any supplies purchased
may be exported from these Islands
free of duty subject to the usual Customs
Regulations for presentation of landing certificates.
Terms, CASH, U.S. Currency. The
United States reserves the right to reject any
or all bids. Proposals for each item will be
considered separately. Stores may be seen
upon application at the Office of the Depot
Commissary, Manila. Envelopes containing
proposals should be addressed "Depot Commissary,
Manila, P.I." and endorsed "Proposed for purchase of Subsistence Stores to be opened
on March 20, 1903." List of stores for sale,
blank copies of proposals and instructions to
bidders, may be had upon application to the
Depot Commissary, Manila. The United
States Consul at Singapore, and the United
States Consul at Hongkong. HENRY G.
SHARPE, Colonel, A.C.G., U.S. Army, Chief
Commissary.

FOR SALE.

"STONEHAVEN," ROBINSON ROAD,
Nos. 6 and 10, ROBINSON ROAD,
HOUSES in LEIGHTON HILL ROAD
and CAINE ROAD.

AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 20th February, 1903.

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,
BY
ARTHUR CHAPMAN,
Government Assessor.

Intending Subscribers are requested to send,
as early as possible, Orders for as many copies
as they may require, to
THE GOVERNMENT ASSESSOR,
The Treasury,
Hongkong, 19th February, 1903.

NOTICES OF FIRMS

NOTICE.

M. EDWARD SHELLIM has been
appointed a MANAGER of our Firm
in Hongkong from this date.
DAVID SASCOON & CO. LTD.
Hongkong, 9th March, 1903. [773]

HONGKONG STEAM WATER-BOAT
COMPANY, LIMITED.

DURING my temporary absence from the
Colony, Mr. C. T. KEW will act as
MANAGER of the above Company.
J. W. KEW,
Manager.
Hongkong, 13th March, 1903. [806]

NOTICE.

RE H. FAZULLALY & CO.
Nos. 6 & 8, Peel Street.

I, MEHOMMEDALLY FAZULLALY,
having retired from the Partnership of
the above Firm, beg to notify the public that
I am about to open a new Millinery and
Drapery Shop, and will conduct business under
the name and style of FAZULLALY & CO.
Address will be notified in due course.
Hongkong, 5th March, 1903. [747]

NOTICE.

IT is hereby notified that the present
Manager, Mr. N. M. J. MAHOMED, of
the Firm of MR. SOONDERJI ARJUN, has
to retire owing to his term of service being
nearly finished, the charge has been taken up
by Mr. UMIASHANKER LUXMIDAS who
will hereafter act as Manager.
SOONDERJI ARJUN.
By his Attorney
UMIASHANKER LUXMIDAS.
Hongkong, 6th March, 1903. [760]

NOTICE.

NOTICE IS HEREBY GIVEN that as
from the 3rd March, 1903, MR. FAN
PAT SUN alias FAN SAU alias
FAN NANG has ceased to be a Partner in
the SHUN HING FIRM of No. 7, Jersey
Street, and that the Sole Partner in said Firm
now is the undersigned, who will carry on the
business as heretofore.
FAN WA SAN.
Hongkong, 6th March, 1903. [745]

HONGKONG ST. ANDREW'S SOCIETY.

IT is requested that all OUTSTANDING
BILLS against the Society may be
forwarded to the undersigned not later than
MONDAY, 16th MARCH.

DAVID WOOD,

Hon. Secretary.
Hongkong, 6th March, 1903. [744]

DAVID CORSAIR & SON
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CANVAS
RELIANCE CROWN
TARPAULIN
ARNHOLD, KARBERG & CO.
Sole Agents.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERITE
and KYNOCK'S SPORTING
CARTRIDGES 9, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes. Nos. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. [1125]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1903. [11]

PURE FRESH WATER

THE HONGKONG STEAM WATER-
BOAT CO. LTD. is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.

J. W. KEW,
Manager.
1st Floor, 37, Cannanagh Road.
Hongkong, 13th June, 1902. [336]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Strongly reliable preservative for Wood
and Stone against White Ants, Decay, Fungi
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1902. [134]

ASK FOR
CORONATION CUP.

A most delightful beverage just produced by a
well-known firm in Manchester.

VI-KOLA.

A draught of this stimulating refresher brings
on quickly a sense of vitality and buoyancy
that makes life worth living.

STONE GINGER BEER.

A celebrated beverage filled in Patent Codd-
bottles so as to avoid structural contamination
of any kind, which the earthen bottles
could not prevent, being decorated in their
interior surface with a net-work of dirt,
&c., through "scamping" of common
workmen, especially Chinese.

Apply to—
THE ROYAL BRITATED WATER
MANUFACTORY OFFICE,
Telephone 367;

Depot—Ice House Street; Telephone 374.
F. C. CALVERT & CO., Manchester, Eng.

MISCELLANEOUS.

In Norfolk (England) it is customary to speak
of attending a funeral as "following" the
remains. A young medical man from London,
says the Westminster, who had taken a practice
in Norfolk, was, sadly nonplussed the other
morning on receiving a letter from a desolate
widow announcing the death of her husband,
and adding as a postscript: "We all hope you
will follow him."

Out of fifty candidates who recently qualified
for Sandhurst thirty were unable to pass the
colour test—a lucky accident, remarks a London
paper, for those who were low down on the list
and had no expectation of getting in this term.
A few mornings ago, writes a correspondent
of the Pioneer (Allahabad), I met with a string of
people, men and women, who appeared to be going
on a pilgrimage or bound for a fair. On enquiring
their destination I was told that they were
repairing to a certain village where most
miraculous event had occurred. It appeared
that in this village there resided an aged couple,
much attached to each other, but who had gone
through life with the misfortune of having had
no children. They had done all in their power
to appease the anger of the gods; and had
accomplished long and arduous pilgrimages;
bestowed freely of their wealth; sheltered the
homeless and fed the poor; had fed even
the ants and given food and water daily to the
birds; but all to no avail. The gods remained
obdurate and the old couple childless. About a
week ago the husband died and his son
widow prayed earnestly that she might be freed
from the shackles of the flesh and be permitted
to join her husband in his celestial abode. Her
prayer was granted. As she stood in the temple
one day uttering her usual supplications, a
tongue of flame shot out from her mouth and
in an instant was consumed. It was a case of
suicide by spontaneous combustion. And so
quickly has the story spread that people are
drinking in thousands to worship at the shrine
where lie the ashes of the saintly widow.
What a fortune must the temple guardians
already have reaped!

Lord Monkswell told an interesting anecdote
to an audience of stage employees in London
recently. Mr. Gladstone, when Mr. Bearskin
Tree was introduced to him, hardly knew upon
what topic to converse with him, but at length
asked Mr. Tree's opinion as to the politics of
the stage, whether it is a rule Liberal or
Conservative. "Well, sir," said Mr. Tree
wickedly. "I really have not studied the
question, but I should think the actors are
mostly Conservative." "Dear me," replied
Mr. Gladstone. "I wonder whether there is
any exception to that rule?" "I should say,"
replied Mr. Tree, "the scene-shifters are
Radicals to a man!"

Grosvenor Street is now invaded by the club
feminine. The Ladies' Empire Club has
secured the lease of 69, Grosvenor Street, and
moves shortly into this Mayfair palace. The
club was started only last May as a convenient
meeting-place for English and Colonial ladies.
The Imperial idea is to be sustained, but it is
at the same time to be made a very smart club—
something like the Travellers'. Lady Tweed-
mouth and Mr. Freeman Thomas are on the
committee, and Lord Brassey and Lord
Strathearn directors.

The "society columns" of the Kansas news-
papers always make sprightly reading, and the Atchison
Globe in particular never fails one. Here in its description of Hannah Staegeman,
who has just won a prize offered in Atchison
for the most popular "girl clerk." The Globe
says of her:—"Miss Staegeman and her sister,
Elsie, keep house for their father, their mother
being dead. They do the washing, ironing,
baking and cleaning, cook two meals a day, and
put up their own luncheons and their father's
every day. They do all their own sewing, and
are at the store every morning at eight o'clock.
Both clerk at Lake's. On washing days they
get up at four a.m. and have their washing on
the line when they go to the store. The ironing
they do the following evening." That's a
lot of work they raise in Kansas, by gosh.

Bristol, though the circumstance may not be
obtrusively referred to in the guide-books, is a
city of palaces—gin, variety, and episcopal,
Hinc illae lacrimae—which, being interpreted
means there are auctions at the Post Office.
"The Palace, Bristol," becomes (says the *Pal*
Mall Gazette) as bewildering a direction on a
telegram as the mystical "Walker, London."
Hogsheads of spirituous refreshment get
"advised" to the Bishop, and enquiries about
star engagements distract the busy mind of Mr.
Bung. The Bishop has insisted that all
missives for "The Palace" shall be forwarded
to himself, and the Post Office should be glad
of the episcopal offer to establish a "primary
sorting" department at his own trouble and
charges. But his lordship does not realise
perhaps, all that he is undertaking. There is
an old story of an ecclesiastical dignitary who
paused decorously in the course of an afternoon
service to open a telegram, address "Dean
Blaikminster," and was only bewildered by the
name of the first three horses in the Lincolnshire
Handicaps.

Who is the most versatile man in the world?
We should judge that the American who
recently applied to the United States Civil
Service Commission for a post as draughtsman
in the engineer service must come pretty near
deserving the title. Here is his list of
qualifications:—"Surveyor, draughtsman (topo-
graphical, architectural, and engineering),
writer for newspapers and magazines, bridge
carpenter, house carpenter, boat-builder,
blacksmith's helper, boilermaker's helper, farm
hand, cook, bantled geese and ducks for market,
photographer, lumberman, lester, shoveller on railroad
grades, dish-washer, shingler, teamster, cowboy, and cattle
shepherd, cleaned old bricks, wood-chopper,
worked in sawmills and factories, rafted logs,
wrote advertising, &c., &c. Can command
salary at more different kinds of labour, than
any living man. Immune from malarial fever,
mountain fever, laziness or any other disease.
Expert on matters relating to physical or mental

Refreshing and Agreeable.

CALVERT'S

CARBOLIC

TOILET SOAP.

A pleasant Antiseptic Soap (containing 10%
pure Carbolic Acid). Should be used regularly
to improve the skin and complexion and prevent
infection.

F. C. CALVERT & CO., Manchester, Eng.

development. At present writing a series of
articles for a New York magazine. Not afraid
of heat or cold from exposure. Not afraid of
wild animals, microbes, men, political parties,
or work. Can swim any river in the United
States. Expert with shot-gun, can also shoot
rifle. Can endure fatigue and exposure. Can
handle gangs of men."

A few mornings ago, writes a correspondent
of the Pioneer (Allahabad), I met with a string of
people, men and women, who appeared to be going
on a pilgrimage or bound for a fair. On enquiring
their destination I was told that they were
repairing to a certain village where most
miraculous event had occurred. It appeared
that in this village there resided an aged couple,
much attached to each other, but who had gone
through life with the misfortune of having had
no children. They had done all in their power
to appease the anger of the gods; and had
accomplished long and arduous pilgrimages;
bestowed freely of their wealth; sheltered the
homeless and fed the poor; had fed even
the ants and given food and water daily to the
birds; but all to no avail. The gods remained
obdurate and the old couple childless. About a
week ago the husband died and his son
widow prayed earnestly that she might be freed
from the shackles of the flesh and be permitted
to join her husband in his celestial abode. Her
prayer was granted. As she stood in the temple
one day uttering her usual supplications,

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf, K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	W. B. Palmer, R.N.R.	P. & O. S. N. CO.	On 14th inst., at Noon.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. CO.	On 18th inst., at Moon.
LONDON VIA GENOA	KINTUCK	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst.
LONDON	PINGUEY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th April.
LONDON	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th April.
LONDON	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th May.
LIVERPOOL	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
LIVERPOOL VIA GENOA	DETICALON	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 23rd April.
MARSEILLES, LONDON & ANTWERP V. S'PORE, &c.	AWA MARU	Jap. str.	2 m.	N. Trent	MESSAGERIES MARITIMES	On 21st inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Fren. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 24th inst., at 2 A.M.
MARSEILLES, LONDON & ANTWERP V. S'PORE, &c.	KAMAKURA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 4th April, at Daylight.
BREMEN, VIA PORTS OF CALL	GLAUCUS	Brit. str.	2 m.	E. Burmeister	MELCHERS & CO.	On 14th April.
HAVRE & HAMBURG	HAMBURG	Ger. str.	2 m.	von Doehren	HAMBURG-AMERIKA LINIE	On 18th inst., at Noon.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Mayr	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	KONIGSBURG	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 7th April.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Dreher	HAMBURG-AMERIKA LINIE	On 15th April.
HAVRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Jager	HAMBURG-AMERIKA LINIE	On 2nd inst.
TRISTE, &c., VIA SINGAPORE, &c.	NIPPON	Aus. str.	2 m.	Klauberger	SANDER, WIELER & CO.	On 15th April.
NEW YORK, VIA PORTS & SUEZ CANAL	AFRIDI	Brit. str.	2 m.	DODWELL & CO., LTD.	MELCHERS & CO.	On or about 18th inst.
ODESSA	MALAYA	Ger. str.	2 m.		CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 1st April, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		DODWELL & CO., LIMITED	To-morrow.
VICTORIA (B.C.) VIA TACOMA VIA JAPAN	LYRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	OANFA	Brit. str.	2 m.		P. & O. S. N. CO.	On 24th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	2 m.	W. Thompson	PORTLAND & ASIATIC S.S. CO.	On 7th April.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOBA MARU	Jap. str.	2 m.	H. Christensen	NIPPON YUSEN KAISHA	On 26th inst.
PORLAND, OREGON	INDRA SAMHA	Brit. str.	2 m.	R. P. Craven	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS.	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	HAMBURG-AMERIKA LINIE	To-day, at 5 P.M.
YOKOHAMA & KOBE	KONIGSBURG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On or about 24th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SCOTIA	Brit. str.	2 m.	C. J. Benton, E.N.E.	HAMBURG-AMERIKA LINIE	On 20th inst., at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	2 m.	J. Narao	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	2 m.	J. Campbell	HAMBURG-AMERIKA LINIE	On 17th inst., at Noon.
KOBE	IDOMI MARU	Jan. str.	2 m.	M. Yagi	HAMBURG-AMERIKA LINIE	On 20th inst.
KOBE & YOKOHAMA	URINGU	Brit. str.	2 m.	J. B. MacMillan	HAMBURG-AMERIKA LINIE	On 27th inst., at Daylight.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	2 m.	A. E. Moses	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
TIENTSIN	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI & CHINKIANG	NANCHANG	Brit. str.	2 m.		STEIMSEN & CO.	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	KOWLOON	Brit. str.	2 m.		MESSAGERIES MARITIMES	On or about 12th inst.
SHANGHAI	SYDNEY	Fren. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, CHENULPO, DALNY & PORT ARTHUR	WHAMPA	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. CO.	About 14th inst.
SHANGHAI	CHUSAN	Brit. str.	2 m.	Meyer	HAMBURG-AMERIKA LINIE	On 15th inst., at Daylight.
SULLBERG	KIUKIANG	Brit. str.	2 m.	T. Ogata	HAMBURG-AMERIKA LINIE	On 18th inst.
TAMSUI, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	2 m.	T. Saito	OSAKA SHOSEN KAISHA	On 15th inst.
ANPING MARU	MAIZURI MARU	Jap. str.	2 m.	I. Goto	OSAKA SHOSEN KAISHA	On 18th inst.
FOOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	G. Weigall	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
FOOCHOW	LOONGSANG	Brit. str.	2 m.	N. Tate	JARDINE, MATHESON & CO.	On 14th inst., at Noon.
MANILA	ROSETTA MARU	Jan. str.	2 m.	R. W. Almond	TOYO KISEN KAISHA	On 14th inst., at 10 A.M.
MANILA DIRECT	RUBEL	Brit. str.	2 m.	R. Rodger	SHEWAN, TOME & CO.	On 20th inst., at Noon.
BOMBAY, VIA SINGAPORE & PENANG	ZAFIRO	Ital. str.	2 m.	Muzio	CARLOWITZ & CO.	To-day, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	ISCHIA	Brit. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SINGAPORE, COLOMBO & BOMBAY	BOMDAY MARU	Jap. str.	2 m.	G. M. Montford	P. & O. S. N. CO.	About 22nd inst.
SINGAPORE, PENANG & CALCUTTA	NANXIN	Brit. str.	2 m.	E. Fey	DAVID SASOON & CO., LTD.	On 17th inst., at 3 P.M.

SHIPPING.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN.

ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALACAS (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCE, ALICANTE, ALMERIA and MALAGA.)

THE Steamer

"ISCHIA"

Captain Mizio, will be despatched as above TO-DAY, the 12th inst., at 4 P.M.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 10th March, 1903.

14

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI AND CHINKIANG.

(Taking Cargo at through rates to TSINGTAU and HANKOW.)

THE Steamer

"KOWLOON"

Captain Stohr, will be despatched for the above ports TO-DAY, the 12th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 11th March, 1903.

[809]

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamer

"KONIGSBERG"

Captain Meyer, will be despatched for the above ports TO-DAY, the 12th inst., at 5 P.M.

This Steamer has superior accommodation for First-class Passengers, and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 11th March, 1903.

[813]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamer

"LOONGSANG"

Captain Weigall, will be despatched as above TO-MOREOW, the 13th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 10th March, 1903.

[792]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. Austin, R.N.E.

DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant), \$8; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

The steamer will NOT RUN from 2nd to 6th MARCH, both days inclusive.

For Freight, etc. apply to

SAM WANG & CO., LTD., 81, Queen Road Central, Hongkong, 25th February, 1903.

[802]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

Steamer.	Captain.	Tons.	Sailing Date.
* LYRA	Williams	4,417	March 13th</

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PINGSUEY"	On 12th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"MENELAUS"	On 25th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 17th March.
LONDON VIA GENOA	"KINTUCK"	On 31st March.
LONDON	"PINGSUEY"	On 14th April.
LONDON	"JASON"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.

LIVERPOOL BERTH.

LIVERPOOL	(Taking Cargo at London Rates.)	On 21st March.
LIVERPOOL VIA GENOA	"NESTOR"	On 23rd April.

CONTINENTAL BERTH.

MARSEILLES, LONDON and ANTWERP	"GLACUS"	On 14th April.
--------------------------------	----------	----------------

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 23rd March.
The S.S. "PINGSUEY" left Singapore on the 6th inst., at 5 p.m., and is due here on the 12th inst.		
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS.	[10-12]

Hongkong, 12th March, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW	"KWANGSE"	On 13th March.
SHANGHAI	"WHAMPOA"	On 13th March.
SHANGHAI	"KIUKIANG"	On 18th March.
KOBE	"CHINGTAU"	On 20th March.
TIENTSIN	"NANCHANG"	On 21st March.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is on board.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th March, 1903.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabin. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	TO	SAILING DATE.
RUBI	2540	R. W. Almond	Manila Direct.	On 14th Mar., st 10 A.M.
ZAFIRO	2540	E. Rodger	Manila Direct.	On 29th Mar., at Noon.
PERLA	1930	J. McGinty		

For Freight or Passage, apply to SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 12th March, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	VALETTA	Noon, 14th March	See Special
	W. B. Palmer, R.N.R.		Advertised.
SHANGHAI	CRUSAAN	About 14th March	Freight or
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	FOEMOSA	Noon, 18th March	Passage.
SINGAPORE, COLOMBO and BOMBAY	G. M. Montford	About 24th March	Freight only.
YOKOHAMA via SHANGHAI and KOBE	SOCOTRA	About 24th March	Freight only.
(Passing through the Island Sea)	C. J. Benton, R.N.R.	March	

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH and LONDON DIRECT, MALTA, 6,064 Tons..... 28th March

Without TRANSHIPMENT.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 11th March, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DALIJIN MARU"
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU"
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 10th March, 1903.

T. ARIMA, Manager

TOYO KISEN KAISHA
MANILA LINE.

Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Saturday, 14th March, at Noon. Wednesday, 18th March, at Noon.

For Freight or Passage, apply to K. NAKASHIMA, Manager.

Hongkong, 9th March, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS-POSTE-FRANCAIS

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Blane, will be despatched for the above ports on or about THURSDAY, the 12th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 6th March, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"VALETTA"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 14th March, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay, with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd March, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI" ... About 15th April.

"RICHMOND CASTLE" ... 30th April.

"SAGAMI" ... 15th May.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 7th March, 1903.

CHAPOTEAUT PARIS, FRANCE

1903-4

ARGUS DE LA PRESSE.

FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il était abonné à l'Argus de la Presse, "qui lit, découpe, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."

HECTOR MALOT (Argus, p. 70 et 323)

L'Argus de la Presse fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

L'Argus de la Presse est le collaborateur indiqué de tous ceux qui préparent un ouvrage, étudient une question, s'occupent de statistiques etc. etc.

Adressez aux bureaux de l'Argus, 14, rue Dröuot, Paris—Telephone.

L'Argus lit 5,000 JOURNAUX PAR JOUR.

JUST PUBLISHED—2ND (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA.

By ALFRED CUN

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Valeita*, will close at 3 p.m., to-morrow. The Sydney, with the French Mail of the 6th ult., left Saigon on Monday, the 9th inst., at 8 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 3rd January.

The China, with the English Mail of the 13th ult., left Singapore on Sunday, the 8th inst., at 4 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 12th January.

The China, with the American Mail, left Shanghai on Wednesday, the 11th inst., at daylight, and may be expected here to-morrow.

MAILS WILL CLOSE.

P.O.R.	P.O.B.	DATE
Canton	Hankow	Thursday, 12th, 7.30 A.M.
Holbow and Haiphong	Hongkong	Thursday, 12th, 9.00 A.M.
Chefoo and Newchwang	Fronto	Thursday, 12th, 11.00 A.M.
Singapore, Penang and Bombay	Ichia	Thursday, 12th, 11.00 A.M.
Macao	Heungshan	Thursday, 12th, 1.15 P.M.
Shanghai and Chinkiang	Kowloon	Thursday, 12th, 3.00 P.M.
Yokohama and Kobe	Konigsberg	Thursday, 12th, 4.00 P.M.
Nantao	Tailee	Thursday, 12th, 5.00 P.M.
Canton	Power	Thursday, 12th, 5.00 P.M.
Kobe	Kyoto Maru	Thursday, 12th, 5.00 P.M.
Bangkok	Tsinlun	Friday, 13th, 9.00 A.M.
Bangkok	Machet	Friday, 13th, 9.00 A.M.
Manila	Tremont	Friday, 13th, 9.00 A.M.
Foochow	Kuangse	Friday, 13th, 11.00 A.M.
Shanghai	Whampot	Friday, 13th, 3.00 P.M.
Manila	Luangdien	Friday, 13th, 5.00 P.M.
Manila	Touranian Maru	Saturday, 14th, 9.00 A.M.
Manila	Rosetta Maru	Saturday, 14th, 10.00 A.M.
Europe, &c., India via Tuticorin.		Saturday, 14th,
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).		
Supplementary mail on board up to the time fixed for departure of the mail.		
Extra Postage 10 cents)		
Shanghai, Dalny and Port Arthur		
Swatow, Amoy and Tamsui		
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma		

TO-DAY.
Ordinary Annual Meeting of Hongkong and Kowloon Wharf and Godown Co., Ltd., noon.
Sale, Household Furniture, Sales Rooms, Mr. V. I. Remondes, 2.30 p.m.
Opening of Masonic Hall Reading-room, 4 p.m.
The Brough Comedy Co., Theatre Royal, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

11th March.

IN LONDON.—	Telegraphic Transfer	174
	Bank Bills, on demand	174
	Bank Bills, at 30 days' sight	174
	Bank Bills, at 4 months' sight	174
	Documentary Bills, 4 months' sight	74
IN PARIS.—	Bank Bills, on demand	202
	Credits, at 4 months' sight	204
ON GERMANY.—	On demand	165
ON NEW YORK.—	Bank Bills, on demand	394
	Credits, 60 days' sight	49
ON LOMBARD.—	Telegraphic Transfer	1194
	Bank, on demand	1194
ON CALCUTTA.—	Telegraphic Transfer	1194
	Park, on demand	1194
ON SHANGHAI.—	Bank, at sight	53
	Private, 30 days' sight	144
ON YOKOHAMA.—	On demand	744
ON MANILA.—	On demand	Par.
ON SINGAPORE.—	On demand	Nominal.
ON BATAVIA.—	On demand	97
ON HALPHONG.—	On demand	3 p.c. p.m.
ON SAIGON.—	On demand	21 p.c. p.m.
ON BANGKOK.—	On demand	69
VEELENS, Bank's Baying Rate	\$12.33	
DE LAFF, 100 fine, per hsd	\$65.60	
R SILVER, per oz.	244	

OPIUM.

10th March.

Quotations are—	All low to 1st carry.
Malwa New	\$890 to — per picul
Malwa Old	1.30 to \$1060 "
Malwa Old	\$170 to \$110 " "
Malwa V. Old	\$1110 to \$130 "
Persian fine quality	\$780 to — "
Persian extra fine	— to — "
Fatuu New	\$1112 to — per chest.
Fatuu Old	— to — "
Benares New	\$1092 to — "
Benares Old	— to — "

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer *Sydney* left Saigon on the 9th inst., at 8 a.m., for this port, and is due here to-day.

THE ENGLISH MAIL.

The P. & O. steamer *China* left Singapore for this port on the 8th inst., at 4 p.m., and is due here to-morrow, at about 5 p.m.

THE AMERICAN MAIL.

The P.M. steamer *Hina* left Shanghai for this port yesterday at daylight.

The O. & O. steamer *Doric* left San Francisco for this port via Honolulu, &c., on the 21st ult.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* arrived at Yokohama at 10 a.m. on the 10th inst., and left again at 4 p.m. same day for Kobe, where she was due to arrive at 3 p.m. yesterday.

THE INDIAN MAIL.

The Indo-Chin steamer *Laiang*, from Calcutta and the Straits, left Singapore for this port on the 7th inst., at 6 a.m.

MECHANICAL STEAMERS.

The C.N. steamer *Pinguine* left Singapore at 5 p.m. on the 9th inst., and is due here to-day.

The C.N. steamer *Ningchow* left Moji on the 10th inst., a.m., and may be expected here on the 16th inst.

The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 10th inst., p.m., and may be expected here on the 16th inst.

The N.Y.K. steamer *Ikumi Maru* (Bombay Line) left Singapore for this port on the 10th inst., p.m., and may be expected here on the 16th inst.

The P. & A. steamer *Indrasamha* left Yokohama for this port on the 5th inst., p.m., via Kobe, Moji and Nagasaki, and may be expected here on the 20th inst.

The Boston Tow Boat Co.'s steamer *Hyades* arrived at Yokohama on the 2nd inst.

The N.P. steamer *Olympia* left Victoria (E.C.) for Yokohama and the usual ports on the 23rd ult.

The E. & A. steamer *Easter*, from Sydney, left Port Darwin on the 2nd inst. for Timor, Manila and this port.

ON SALE.

MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH BELIEF COLUMN.

Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.E.

and CAPTAIN A. H. LIMBUS, R.N.

(of H. M. S. *Terrible*).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices \$1 and \$1.50

JOINT STOCK SHARES.

Hongkong, 11th March

COMPANY	PAID UP	QUOTATION
Hongkong & Shantung	\$125	1690 buyers
Natl. Bank of China	28	923 buyers
B Shares	28	924 buyers
Four Shares	21	110 sellers
Bell's Asbestos E. A.	21	111 buyers
Campbell, Moore & Co.	\$10	94 buyers
Cham-Borneo Co., Ltd.	\$15	321 buyers
China Light and Power Co., Ltd.	\$20	110.
China Prov. L. & M.	\$10	95 sales
China Sugar	\$100	1100 buyers
Cigar Companies		
Ashamra, Ltd.	\$600	3350.
Philippine Tobacco Trust Co., Ltd.	\$50	920 sellers
Cotton Mills		
Two	Tls. 100	Tls. 37.
International	Tls. 73	Tls. 37.
Lack Kung Mow	Tls. 100	Tls. 40.
Soychay	Tls. 500	Tls. 160.
Hongkong	\$10	116 buyers
Dairy Farm	\$8	111 buyers
Fenwick & Co., Geo.	\$25	360.
Green Island Cement	\$10	323 buyers
H. & C. Bakery	\$50	140 sellers
Hongkong & C. Gas	\$10	140 buyers
Hongkong Electric	\$10	144 buyers
H. L. Tamways	\$100	16.85 buyers
H. & S. Steam Water boat Co., Ltd.	10	3112 sales
Hongkong Hotel	\$50	143 buyers
Hongkong Ice	\$25	2228.
H. & K. Wharf & G.	\$50	95 sales
Hongkong Rope	\$100	110 buyers
H. & W. Dock	\$50	905.
Insurance		
Caston	\$50	1600 sales
Chin Fire	\$20	81, exdiv. buy.
China Traders	\$20	89, exdiv. buy.
Hongkong Fire	\$50	305, exdiv. buy.
North China	\$25	Tls. 1924, buyers
Strait Union	\$130	1 nominal
Yangtze	\$80	325 buyers
Land and Building		
Hongkong Land Inv.	\$100	176 sellers
Humphreys Estate	\$10	115, sales & buy.
Kowloon Land & B.	\$30	333, sales & buy.
West Point Building	\$50	53 buyers
Luxon Singer	\$100	122, sellers
Manila Invest. Co. Ltd.	\$50	15, buyers
Mining		
Charbonnages	Tcs. 250	5000, sellers
Alouette		51, sellers
Fumyon	\$101	131, sellers
Do. Preference	\$1	75 cts, sellers
Bauba	15/100	571, sales
New Amoy Dock		463, sales
Vivente Hotel, Manila	\$60	30, sellers
Powell, Ld.	\$10	10, buyers
Union Planis Co., Ltd.	\$50	50, nominal
Trade		
China and Manilla		55, buyers
Douglas Steamship		43, sellers
H. & Canton and M.	\$15	363, sellers
Indo-China S. N.	\$10	109.
Bell Transport and Trading Co.		21, 10, sales
Star Ferry	\$10	20, buyers
Tebrain Planting Co.	\$5	14, sales & buy.
United Asbestos	\$4	nominal
Do.	\$10	155.
Universal Trading	\$20	22, sellers
Co., Ltd.		
Watkins, Id.	\$10	88, sales
Watson & Co., A. S.	\$10	14, sales

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 14th MARCH, P.M.

STATION	Hour	Barometer	Wind	Weather

<tbl_r cells="5" ix="4" maxcspan="1